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10. The Stankolit works in Moscow had five separate foundries which ranged in size from very small to very large operations. For example, one of these foundries produced huge tubes for the Moscow subway.
11. [ ] Department of Small Moldings, [ ] equipment consisted of one Hermann, one Tabor, and 12 Badischemachinesch molding machines. 25X1
12. One of the other sections had one sand slinger [ ] was of German origin. 25X1
13. Of the two shops [ ], Zis and Stankolit, it could be said that Zis was primarily designed in accordance with US influence and Stankolit was German influence. 25X1
14. There was one Simpson-type muller in use in the old Zis plant and there were three or four mullers in the Stankolit works. [ ] probably 80 % of the Simpson type mullers used in the entire USSR were based on US designs and 20% were based on German designs. 25X1
15. As far as molding machines were concerned the modernized Zis works was one hundred per cent US equipped. Stankolit on the other hand was 75 % German equipped. For the country as a whole [ ] the molding machines were approximately 50% US origin, and 50% German origin. 25X1
16. As concerns sand slingers [ ] with the exception of those mentioned earlier. There was one sand slinger in the Zis works [ ] and one sand slinger in the Stankolit foundry [ ] was German origin. 25X1  
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17. As far as knockout machinery is concerned, such equipment was practically unknown in the USSR. For example in the Stankolit works there were no shake-out machines and there was only one vibrator in the Stankolit works. We used sledge hammers as knockout machines [ ] this would be generally true throughout the USSR. 25X1
18. Although most plants used sledge hammers in place of knockout machines, from 1936 on there was a trend to equip foundries in the USSR with equipment which was the last word in modernity [ ] 25X1  
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19. As concerns sand conveyer systems in the Zis works, they were one hundred per cent US origin but in the Stankolit works the sand conveyer system was one hundred per cent German.
20. The Gorki Foundry which was a copy of the Ford Motor Foundry of the US was one hundred per cent US.
21. At Stankolit there were two kinds of conveyer systems both of which were of the horizontal type. As far as replacement of spare parts was concerned there was a special shop which specialized in maintenance. This shop had an engineer who was concerned only with repairing of equipment such as Simpson mullers.
22. On other parts it was required to obtain permission to spend "valuable money" such as US dollars or German marks for spare parts. We ordered and received some spare parts for molding machines but it required weeks and sometimes months to get permission to spend valuable money.

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22. On one occasion we had a part of some Hermann equipment break. The piece that broke was a turning arm. We plugged the hole and made a casting and machined and made a replacement part before the real replacement arrived from the Hermann plant. We improvised a replacement part in 24 hours. It took a month to receive the actual replacement part from Germany.
23. When equipment broke down however, we usually cannibalized parts from other broken machines. However, in order to avoid trouble we usually ordered spare parts well in advance as we were afraid of breakdowns which would disrupt progress. We had a few problems of replacement of ball or roller bearings as there was a large SKF plant in Moscow, and we could get bearings from this plant.
24. In conclusion [redacted] foundries which produced parts for automobiles, tractors, street cars, and locomotives. [redacted] practically no equipment of USSR origin. [redacted] it had been copied directly from US, or German prototypes.

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